

The Hongkong Telegraph.

No. 2995

FRIDAY, NOVEMBER 13, 1891.

SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.
Authorized Capital 1,000,000
Subscribed Capital 500,000
Head Office—Hongkong.

Court of Directors.
D. Gillies, Esq. | Chow Tung Shing, Esq.
Chan Kit Shan, Esq. | W. Watson, Esq.
C. J. Hirst, Esq. | Quin Hoi Chuen, Esq.
A. B. McKean, Acting Chief Manager.

ADVISORY COMMITTEE IN LONDON:
THOMAS CARMICHAEL, Esq.—Messrs. Dent
Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery &
Co.
C. B. STUART-WORTLEY, Esq., M.P., for Halifax.
G. W. F. PLAYFAIR, Manager.

ADVISORY COMMITTEE, SHANGHAI:
Hui Fu Yuen, Esq. | Lin Kwan King, Esq.
Ma Kie Chong, Esq. | Chu Ming Sang, Esq.
Tong Kwei Sang, Esq.
J. D. THORNTON, Manager pro tem.

THE Bank is now prepared to make advances on goods in neutral Godowns and on other securities, at rates to be obtained on application.
Also to receive Monies on Current Account or Fixed Deposit.

Interest for 12 months fixed, 5 per Cent.
CURRENT ACCOUNTS
For rates of interest for other periods apply to the Manager.
Hongkong, 30th October, 1891. [1166]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORISED CAPITAL 5,000,000
PAID-UP CAPITAL 580,000

LONDON:
Head Office 40, Threadneedle Street.
West End Office 25, Cockspur Street.

"BRANCHES" IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS and COLLECTIONS, and Transacts Banking and Agency Business generally, on terms to be had on application.

E. W. RUTTER,
Manager. [1166]

Insurances.

THE FUNDS OF THE STANDARD LIFE OFFICE
ARE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Seven Millions Sterling and have increased 50 per cent in the last 15 years.
DODWELL, CARLILL & Co.,
932-2] Agents, Hongkong.

NOTICE.
THE MAN ON INSURANCE COMPANY LIMITED.
CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the World payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE:
No. 7, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1892. [1167]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TARELS 500,000 } \$500,000-353-353
EQUAL TO \$500,000-353-353
RESERVE FUND \$118,000-00-00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YUEN MOON, Esq.
LOO TSO SUW, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES in all parts of the world.

HEAD OFFICE: 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1891. [1178]

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1890.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ending 31st December last, in order that the proportion of Profit for that year to be paid to each Contributor may be ascertained. Returns not sent in before the 30th instant will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 2nd November, 1891. [1195]

A. S. WATSON & CO., LIMITED.
TO AERATED WATER MANUFACTURERS AND OTHERS.

NOTICE is hereby given that all AERATED WATER BOTTLES and SYPHONS bearing the Company's Name and Trade Mark are its property solely, and that any Manufacturer using the name or any Person or Firm other than the Customers of the Firm found in possession of the same will be proceeded against as the law directs.

A. H. MANCINI,
Secretary.
Hongkong, 18th August, 1891. [1199]

Intimations.

W. POWELL & CO.

HAVE JUST RECEIVED THEIR FIRST SHIPMENTS OF

FANCY GOODS

AND

TOYS.

W. POWELL & CO.

Hongkong, 2nd November, 1891.

CARMICHAEL & Co., Ltd.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS,
GENERAL STOREKEEPERS AND COMMISSION AGENTS.

SHOOTING STOCKINGS FOR SPORTSMEN.

BUCKSKIN LEGGINGS.

PORPOISE HIDE BOOTS.

CANADIAN CREAMERY BUTTER AND CHEESE.

CARMICHAEL & CO. LTD.

Hongkong, 17th October, 1891.

ROBERT LANG & CO.

NEW HATS.

BLACK, GREY AND BROWN FELTS

SINGLE TERA HATS

(ALL SHADERS).

STRAW AND PITH HATS.

Hongkong, 5th June, 1891.

KELLY & WALSH, LD.

JUST LANDED

TENNIS GEAR.

TENNIS BATS.

SALTER'S CELEBRATED BLACK-GUT RACKETS

In a variety of Shapes and Weights.

TENNIS BALLS.

AYRES' CHAMPIONSHIP TENNIS BALLS.

AYRES' SEAMLESS TENNIS BALLS.

CHEAP REGULATION TENNIS BALLS.

TENNIS SHOES.

SALTER'S ALL BUCK RED RUBBER SHOES, the very best Shoe ever imported.

SALTER'S CHEAPER CANVAS SHOES.

AYRES' CANVAS AND RUBBER TENNIS SHOES.

TENNIS NETS AND POLES.

FOR FULL SIZE COURTS.

KELLY & WALSH, LIMITED,

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 12th November, 1891.

SADDLERY & STABLE REQUISITES

SADDLES, HARNESS, RIDING WHIPS, DRIVING WHIPS.

SADDLE CLOTHS, WEIGHT CLOTHS, CLOTHING, SURCINGLES,

BRIDLES, RACING REINS,

STIRRUP LEATHERS, STIRRUP WEB, GIRTHS, BITS, &c.

CURRY COMBS, NEAVE COMBS, HORSE, DANDY & SPOKE BRUSHES, BURNISHERS,

CHAMOISE LEATHERS, HARNESS OIL, HARNESS COMPOSITION, HARNESS POLISH,

SADDLE PASTE, BOOT TOP FLUID, MCKONNAN CREAM,

RIDING and JOCKEY BOOTS, BOOT-TOPS.

JANECRAWFORD & CO.

Hongkong, 16th November, 1891.

MOUTRIE, ROBINSON & CO.

(From 7, Broadwood & Sons and Collard & Collard).

THE PIANO, ORGAN AND MUSIC WAREHOUSE,

UNDER HONGKONG HOTEL,

and at London, Shanghai, Kobe and Yokohama.

PIANOS SPECIALLY MADE FOR THIS CLIMATE AND GUARANTEED.

MONTHLY PAYMENTS OR HIRE.

TUNING—REPAIRS.

Instruments made equal to new. Large experience, all Machinery, trained men and Work guaranteed.

OLD PIANOS TAKEN IN EXCHANGE.

10 years' extensive experience in China, and the only firm of trained and practical people devoting themselves entirely to the Music and Musical Instrument Trade.

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS,

Commission Agents.

KOLA WINE (VAN HARGAN).

TONIC, STIMULANT and RESTORATIVE, unequalled as a Restorative of the Digestive

Organs, it strengthens the Mental and Physical powers, and Stimulates the Circulatory

and Nervous systems.

DOSE:—A Wine Glass Full with each Meal.

VINA COCA.

A Wine Glass Full taken on rising relieves any uneasiness in the stomach, and faintness.

FINE SCOTCH HEATHER HONEY \$1 per bottle.

Hongkong, 26th September, 1891.

W. BREWER

IS NOW SHOWING.

A MAGNIFICENT SELECTION OF

CHRISTMAS AND NEW YEAR CARDS.

THE ENGLISH MAIL OF NOVEMBER 12th.

WILL REACH ENGLAND ABOUT THE 23rd DECEMBER.

W. BREWER,

UNDER HONGKONG HOTEL.

Hongkong, 5th November, 1891.

Masonic.

ST. JOHN LODGE

OF HONGKONG,

No. 518, S.C.

A REGULAR MEETING of the above named Lodge will be held in FREEMASON'S HALL, Zealand Street, on MONDAY, 18th instant, at 8.30 for 9 p.m. precise. Visiting Brethren are cordially invited. Hongkong, 7th November, 1891. [1171]

PERSEVERANCE LODGE OF

HONGKONG,

No. 1165, E.C.

A REGULAR MEETING of the above named Lodge will be held in FREEMASON'S HALL, Zealand Street, on MONDAY, 18th instant, at 8.30 for 9 p.m. precise. Visiting Brethren are cordially invited. Hongkong, 10th November, 1891. [1167]

Hotels.

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,

Manager.

Hongkong, 1st September, 1891. [1182]

To be Let.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET.

AT KOWLOON.

A FEW HOUSES IN KNOTSFORD TERRACE, containing 4 Rooms each and Bathrooms. Tennis Courts. Healthy situation. Cheap Rent.

Apply to

THE HONGKONG LAND INVESTMENT AGENCY CO., Ltd.

Hongkong, 6th August, 1891. [1180]

TO LET.

BAHAR LODGE, THE PEAK.

R. B. LOT No. 59.

THIS desirable residence with Gas laid on to be Let Furnished or Unfurnished.

Apply to

HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd.

Hongkong, 12th May, 1891. [1170]

TO LET.

HOUSES at the Peak, and at "BELLIES TERRACE."

ROOMS and SHOP in "BEACONSFIELD ARCADE," Queen's Road.

HOUSE No. 25, "BALL'S COURT," Bonham Road.

GODOWNS in Duddell Street.

HOUSE No. 31, "WEST VILLA," Pok-fu-lum Road.

GODOWNS or OFFICES, First Floor at back of "MARKET HOUSE."

BUNGALOW, "DELMAR," Yau-ma-teo.

Apply to

BELLIOS & Co.

Hongkong, 9th November, 1891. [1164]

TO LET.

With Immediate Possession.

AT KOWLOON DOCK BAY.

A BUNGALOW with 5 Rooms, a large Tennis Court and Garden. Moderate Rent.

Apply to

B. A. ERANER,

c/o Victoria Hotel.

Hongkong, 30th October, 1891. [1179]

TO LET.

SHOP in Pedder's Street; ROOMS on First Floor, suitable for offices.

Also

One FURNISHED BEDROOM on Top Floor.

Apply to

CRUICKSHANK & Co., Ltd.

Hongkong, 23rd October, 1891. [1195]

Shipping.

STEAMERS.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, AND BOMBAY.

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, TRIESTE, VENICE & ROME.

THE Company's Steamship

"MELPOMENE,"

Captain A. Miller, will be despatched as above on SATURDAY, the 13th inst., at Noon.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEBANT, and ANTIATHE PORTS.)

Cargo will not be received on board after 3 p.m. prior to day of sailing.

For further information as to Passage and Freight, apply to

DAVID BARSSON, WONG & Co.,

Hongkong, 7th November, 1891. [1199]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Roach, will be despatched for the above Ports, on SUNDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,

General Managers.

Hongkong, 12th November, 1891. [11712]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

THE Steamship

"GLAMORGANSHIRE,"

Captain Davies, will be despatched as above on MONDAY, the 16th inst.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 10th November, 1891. [11405]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"BRECONSHIRE,"

Captain Jackson, will be despatched as above on WEDNESDAY, the 18th instant, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 12th November, 1891. [11263]

Mails.

CANADIAN PACIFIC RAILWAYS ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION).

Empress of India, Tuesday... Dec. 8th.

Empress of Japan, Tuesday... Jan. 5th.

Empress of China, Tuesday... Feb. 2nd.

THE R. M. S.

"EMPERESS OF INDIA,"

1500 tons, Captain O. P. Marshall, R.N.R., sailing at Noon, on TUESDAY, the 8th Dec., with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, Inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO

Vancouver, Victoria, Esqui-

mauit, New Westminster,

B.C., Portland, Ore., San Francisco,

Port Townsend, Seattle, Ta-

coma, Wash., Banff, Calgary, Al-
berta, Winnipeg, Man.,

To Minneapolis, St. Paul,
Chicago, Ill., Kansas City,
St. Louis, Mo.

Milwaukee, Wis.,
Detroit, Mich., Cincinnati,
Cleveland, Columbus, O.,
Hamilton, London, Toronto,
Buffalo, Niagara Falls, N.Y.,
Kingston, Ottawa, Ont., Mont-

real, Quebec, Quebec, New
York, Albany, Troy,
Rochester, N.Y.,
Baltimore, Md., Philadelphia,
Pittsburg, Pa.,
Washington, D.C., Boston,
Mass., Portland, Me.,
Halifax, N.S., St. John, N.B.,
Liverpool and London via Li-

verpool, 325 575 506

Paris, via Liverpool and Lon-

don, 345

Havre, via Liverpool and Lon-

don, 335

Bremen, 345

Hamburg, 335

2nd class steamer and 1st class on rail, and

and class steamer and rail, also Steamer, Fare

In particular. We make them in all deference, deeming that it is the business of every newspaper to do its utmost, and not to keep timorously quiet simply for fear of not exhibiting absolutely immaculate omniscience. Right or wrong, we put our suggestions to these three public men, and hope they will result in good. We do our best, and more than that no man can do.

First, to the architects. Would it not be as well to have the work done as promised to Mr. Wise? At present it is not being done. A week has passed since the inquiry, nearly a fortnight since the calamity which overwhelmed the inhabitants of the houses. They were only Chinese, certainly, but still a matter of ordinary decency you must not go on killing them every week. It hardly looks well. Besides, it would be a distinct feather in your cap to get these buildings safely down, and then point with the finger of pride and say "Here at any rate is one place where we worked without killing anybody. Here is one building under our supervision which did not fall. Here is at least one of our houses that never collapsed." Think what a proud firm you could be then! All the glory of the City Hall, the Hongkong and Shanghai Bank, the Hotel, and the other works of your firm which tumbled about yours, would be wiped out, and at last—at last! you could truly say you had had one place that did not collapse. "The Only One!"

But you will need to hurry up. You promised Mr. Wise that you would have the whole block—no shilly-shallying, those were the very words—the whole block taken down carefully and quickly. Now it is in the middle of the month, and still the whole block is occupied by poor foolish Chinese coppermiths and washmen and headless trollers of all sorts, whom you have not yet expelled. As you said to Mr. Wise, "One part having fallen, there is no reason why the rest should not." Yet now, all that you are doing seems to be to pull down some fragments of ruins from Nos. 57 and 59, leaving 55 and 61 entirely unsupported. We would suggest that you hasten to fulfil the promise and pull down "the whole block."

Now Mr. Whitehead, sir, please! Do you mind suggesting to me a suggestion from a newspaper? Here are some questions which need not expose you to reproach for causing a lot of trouble, nor anything, and you will see, as we do, the need for them, and the possibility of further awful catastrophes if they are disregarded. We would suggest that you ask something on these lines:—

(1) Did houses 57 and 59 in Wellington Street fall lately?
(2) Was anybody killed?
(3) Are there any houses in the same tottering condition?
(4) What is the betting on a further avalanche?
(5) Who is responsible?
(6) If nobody is responsible, will the Government try to do something?
(7) Have these other houses been condemned? If not, why not?
(8) If so, why do the people still live in them? Cannot the Government forbid and restrain suicidal proceedings by force?

And lastly, his Acting Excellency, Dare we? Does the *Telegraph* dare to say what it thinks? It is true—Go slow, and beware of evil consequences. Surely, surely you can see by this time the lessons of this Summer of Awakening. The position of Governor of Hongkong is not an enviable one for an honest and well-meaning man; still less is the post of Acting Governor a bed of roses for a thorough rider. But already there is abundant room for congratulation on the entirely altered tone of your last speech. Perhaps our remarks of Nov. 3rd and 4th were after all not required; it may be that you had already realized that the officials are men as well as the officials; that men are liable to make mistakes, but that there is some good in all. Now in this matter of falling houses, we would suggest—or would like some August Personage to put it to you—that when people are killed in this way, somebody ought to be hanged or locked up, to prevent further mischief; and that if the law does not make anybody responsible, it ought to do so, and should be altered. Further, we would be exceedingly pleased if the Officials could be induced to try and work with the Unofficials, instead of taking every opportunity of working against them.

After all, though, it matters little. It is too late. The blow has fallen, and the tottering houses are but typical of the Colony. Foolishly constituted at first, the collapse of 1883 and 1889 weakened it almost to the point of utter ruin, and now just as the extra weight of bricks piled on the roof brought down those houses so the heavy top weights of the Military Monstrosity and the Opium Octopus are bound to be just as fatal to the Colony. It matters little how the Council works; there are the factors of destruction, and the presentatory cause of industrial this year are not without meaning. The life of Hongkong is "fading as the leaflets fade, dying as the daylight dies."

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

CHINESE PIRATE OUTRAGES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
Sir,—In your long and interesting article on "Chinese Piracy" published in last night's issue you appear to attribute the comparative immunity of foreign vessels from piratical outrages to "their own swiftness, and the ubiquity of protective men-of-war." With all due deference to you I beg to state that large numbers of seafaring men regard the expression, "ubiquity of protective men-of-war" as a slight flight of imagination on the part of the writer, for it is notorious that the Chinese coasting the "Queen's Navy" on this Station have utterly failed to protect foreign merchant ships from piratical attacks, or even, when informed of the dastardly *Namoa* outrage in December last, made no prompt or effective efforts to capture the fiends who turned that popular coaster into an awful hell-and-butchery captain, a quarter-master and an inoffensive inviolable passenger who was sitting in a chair on the quarter-deck. "Protective men-of-war!" Where are they? We've never seen them yet in the sea-infested waters. No, sir, it is not the men-of-war that we must look to for protection from these infamous villas, these demons, these skulking "terrors of the deep." We are all exposed to-day to their attacks just as much as when on that fatal roth of December, 1890, the *Namoa* was seized by Ko Lo Chai (alias Lal Ahsai) and his gang of 40 thieves and murderers. No one, be he an official, a merchant, a coolie, an officer, a commander or a gentleman can say when he boards an outgoing steamer in the waters of this colony—"I know I shall get to my destination safely, providing no accident to the machinery or no error in navigation occurs en voyage." It may be strange, but it is none the less true. The coasts and rivers of China from Wenchow down to the frontier of Cochinchina, and the whole coast of Cochinchina, Tonquin, Annam and Cambodia is infested with pirates who, when there is no light sail to pass the time away in fishing or looting fish-boats of their "catch." At times the Chinese Government sends a few gun-boats down the coast to attack the pirates in their haunts. Sometimes they succeed in retreating a lot of their blood, but more often they are still kidnapping one or two starboard coolies

whom they take with great gusto to the nearest Magistrate or, possibly, away up to Canton, and torture them until they say that they are pirate chiefs, or organisers of attacks, or spies of such and such a band of desperadoes. And so it goes on as it ever has and ever will under the corrupt Chinese Government, and the public, foreign and native, are continually menaced with the terrible danger of shocking outrages on the high seas, almost within gun-shot of this "third seaport in the world." It is all twaddle, try and make ourselves believe that China is a great and civilized Power, and that her Navy and Customs cruisers can, and do suppress piracy. It is absolutely false, and what we have to consider is—how can we best protect ourselves against brutal attacks by the most desperate, cold-blooded villains that exist in any part of the world? That is a question to which, if rumour be correct, the President of the Marine Officers' Association will give an interesting reply some time during the current month.

That the masters and officers of ships will be justified in moving in the matter there can be no doubt for they have the responsibility of the safe navigation of vessels on their shoulders and are, furthermore, the first object of attack. For once the captain and officers are silenced the ship is easily captured, looted, and if the pirates desire it burnt down to the water's edge! And, if the boats are stove in—as was done by the desperadoes on the *Namoa*—the whole crew and perhaps dozens and scores of passengers will be roasted. A nice outlook for people in the year of Grace one thousand eight hundred and ninety-one!

Thanking you in anticipation for favouring this with space.

Yours respectfully,
INDIGNANT BRITON.

Hongkong, 13th November, 1891.
(The article referred to was clipped from the *Shanghai Mercury* and acknowledged at foot. We fully concur in the strictures respecting the gaudy tonnage.—Ed., H.K.T.)

THE EIGHT HOURS' DAY AGITATION.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
The letter-press of the annexed letter written by my father, John Bower Livesey, in 1879, flattered out of an old Japanese cabinet, where it must have been some 12 years, lost at the back of a drawer.

If you think it worth while republishing, do so. His prophecy has come true!

Yours truly,
JOHN LIVESLEY.

Stonemasons Island,
12th November, 1891.

STAGNATION OF TRADE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I notice from the newspapers, both domestic and foreign, there comes a deep well of "stagnation of trade," and that all nations, including America, Continental, and our own, are appealing to their respective Governments for protection, which means against their neighbours' industry. And strange to say, in these pathetic appeals for relief, I find no solution given to the problem of this dire distress in trade, excepting that each nation considers the others are stealing a march upon it.

Now, sir, in my humble opinion, the whole cause of this unpardonable trade is a nutshell. That is, the national increase of population or consumptive power, cannot keep pace with the production from mechanical inventions to supply to much human labour. So long as England enjoyed a comparative monopoly of these forces she became prosperous, and wealthy, but since other nations entered into that mechanical field with her—and it was only natural that they should do so—the race has not only become more equal between ourselves and them, but I may say, inferior to all from overproduction.

What is the remedy? I should naturally suggest, by working short time. Then, I know, I am met at once with this exclamation, "Oh, but if we resort to such a remedy, Jack, Tom, and Harry will work ten days a week!" But in spite of such resolute natures as Jack's, Tom's and Harry's, I hold as mechanical forces are developed the less work there will be for the labouring classes all over the world, and to short time we must come.

Taking the last 25 years, the population of the world has certainly not increased over 30 to 35 per cent, and yet, through mechanical agency, nations have during that period doubled and, in some instances, tripled the staple productions. How this over-production is to be relieved by working so many hours more a week, instead of less, is a problem I leave to the wise.

Yours, etc.,
J. B. L.

Southport, 7th March, 1879.

ENGLAND, FRANCE AND SIAM.

ABSORPTION INEVITABLE.

"Diplomatics" forwarded the following letter to the *London Standard* recently, and it was therein published without comment; presumably because comment would be superfluous in the opinion of the editor of that first class English "daily." While agreeing with "Diplomatics" in the main we emphatically deny that Siam "will fall an easy victim to French colonial expansion." It might, if England, the United States and Germany were not represented at the Chankai Court by astute diplomats, who are fully alive to the situation, complex though it be. As for Siam's repelling the French that is, of course, out of the question; but it may be necessary for others to insist on having a finger in the frontier delimitation pie, and France could not object for the adoption of a pig-headed policy in this connection would be tantamount to an admission, that her designs are nothing short of aggressive. It is with respect to the degree of France's probable aggressiveness that we have to calculate, and not on the amount of resistance which Siam could—even if she were willing, which is doubtful—offer to the French and Annamite battalions now being massed in Cambodia and along the valley of the Mekong.

What "Diplomatics" has to say on the subject runs as follows:—"In view of the Eastern determination of France to extend her Siam possessions at the expense of Siam and considering the importance of the question to England, it may not be out of place to examine how far Siam is prepared to meet any overt act of aggression on the part of her Eastern neighbour. In dealing with the relations between France and Siam it is as well to entirely ignore China. Siam has long ago ceased to send her annual tribute of gold leaf to Peking, and there is very strong presumptive evidence that China would view with absolute indifference the absorption, or partition of Siam by either France or England."

It has been long recognized by the more intelligent Siamese that when the French occupied Cambodia, the autonomy of Siam was threatened and its days numbered; and the march of events since that period has well borne out their prognostications. Ever since France has steadily pressed forward in Indo-China. Her territory on the East Coast of the Gulf of Siam is now within twenty-four hours' steam of Bangkok, and, instead of the narrow strip which she

Animations.

TAILORING DEPARTMENT.

JUST RECEIVED EX-S.S. "GLENGARRY."

A SPECIAL PARCEL.

IRISH AND SCOTCH TWEEDS,

AUTUMN OVERCOATINGS,

ULSTERINGS, ETC.

MOST EXTENSIVE STOCK AND

BEST VALUE IN THE EAST.

HONGKONG TRADING CO., LTD.

TAILORS AND COMPLETE OUTFITTERS.

QUEEN'S ROAD AND DUDDELL STREET.

Hongkong, 11th November, 1891. [385]

formerly possessed along the Gulf of Tongking, her influence is paramount along the entire length of the Mekong, the whole valley of which she claims as belonging to Annam "en fait et en droit."

"Against this aggressive activity and gradual encroachment Siam has been able to do little more than protest, being, from her peculiar difficulties, incapable of making the least resistance. England must recognise the fact that Siam is totally unable to offer any serious obstacles to French aggression. She possesses neither army, navy, nor national resources. The few thousand ill-disciplined Siamese that compose her only means of defence are wholly unfit to cope with the native regiments of Tongking or Annam, while to expect the peace-loving, timid, and indolent Siamese to fight Europeans would be the height of absurdity. The population of Siam, crushed by centuries of slavery and oppression, without a spark of patriotism, or an atom of love for King or religion, offers but sorry material for defence against foreign aggression. To suppose that the inhabitants would rise against a probable invader, as in Burma or Tong-King, is out of the range of probability. The kingdom of Siam is composed of a heterogeneous population, differing from each other in origin, language, and customs, an aggregation of tributary states without unity, centralisation, or a single her of sympathy which could induce them to defend a common cause."

"Defences, natural or artificial, there are practically none. There are a few antiquated stone forts along the river, and great reliance is placed on the fact that foreign men-of-war are unable to enter the river owing to the dangerous bar at its mouth. But this obstacle can be readily passed by gunboats of from fifteen to sixteen feet draught, a few of which would be more than sufficient to lay the capital in ruins, and to place the Government at the mercy of the aggressor. Siam is absolutely helpless, and will fall an easy prey to France, whenever the latter shall determine to attack her."

"It is useless, in short, to shut our eyes to the fact that Siam, with all its magnificent undeveloped resources, fine climate, and peaceful population, is destined to fall an easy victim to French colonial expansion. The Siamese recognise it, and have long ago understood that they are accessory to the definite establishment of France in Indo-China. The Siamese Court is fully alive to its precarious existence, and is aware that France can assure Siamese Sovereignty under French protection, or can disturb, subjugate, or even annihilate it. The question has been thoroughly discussed in Bangkok, and while the vast majority of princes, and nobles would welcome the English with open arms, they are unanimous in the belief that it is France that is to be feared, and to whom they must submit in the not far distant future."

WILL SUNOL BEAT MAUD S?

ROBERT BONNER DISCUSSES THE MERITS OF HIS GREAT TROTTERS.

"I have no doubt Sunol will lower the record at her forthcoming trial on the kite-shaped track," said Mr. Bonner.
The great horseman was in the best of spirits. A telegram had just come from Marvin stating that the mare had jogged a mile in twenty-two without showing any signs of lameness, or can beside him on a big sofa in the front parlour of his house on West Fifty-sixth street while he talked about this great turf princess and of her effort to wrest the imperial crown from Maud S.
"Look at her!" said he, holding a large photograph of Sunol up to the light. "What tremendous driving power she gets from the sharp backward slope of her hips. She is two inches higher at the peak of the hips than she is at the withers. From this greynoid formation she gets a stride the like of which no man has ever seen. She goes like the wind with her apparent effort. I remember how she deceived me the first time I saw her tried at Palo Alto. My brother and some excellent judges of speed were with me. I watched her closely as she strode around the track. She did not seem to be moving fast. 'What time is she making?' somebody asked me. 'She will do this quarter in 37½,' was my reply. I was amazed to see that she actually trotted the quarter in 33 seconds. She is longer than Maud S, and one inch higher behind. The measurements of each horse are as follows," said he, dictating the figures while I wrote them down:—

SUNOL. MAUD S.
15 hands 3 inches forward. 15 hands 3 inches forward.
16 hands 1 inch behind. 16 hands 1 inch behind.

"Do you think she can beat Maud S. on a regulation track?" I asked.
"Well," said he, thoughtfully, "I am in the position of the plow old Scotch lady who had concluded that all her fellow-club-members were doomed to perdition. One of them said to her, 'I suppose you think that nobody will be saved but you and the minister?' 'No,' said she, 'I have no doubts about it! I mean only say that I have no doubts about it! When your horse trots a mile in 2½ seconds every second means a very long space of time, and it lengthens tremendously as you approach the phenomenal record of Maud S. Do you know that a horse going at the rate of 2½ makes 33 feet in a second? Think what every second means in distance when a horse is going at a 2½ clip or better. No one appreciates what a wonderful gap there is between 2½ and 2½8 so keenly as the man who has owned horses that have tried to convert it. The owner of Jay Eye See said to me on one occasion, in speaking of the efforts that had been made to beat the record of Maud S, 'Let them try it, then they'll know what it means.' The kite-shaped track does not afford a fair trial of speed. Cutting off one end of the ellipse reduces the curvature in the track, and so makes a straight and

faster course. Then, too, it is possible to give it a continuous down grade, over which a horse would have no weight to pull. A grade for any portion of the distance to be covered gives the horse a decided advantage, as it shifts the strains on the muscles and rests him."
"I may say, however, that Governor Stanford has no doubt of Sunol's ability to beat the record on a regulation track."
"Do you advise hard work for a young colt?" I asked.
"This is a point on which horsemen disagree," said Mr. Bonner. "Sunol did phenomenal work both at 2 and 3 years old and I do not think it has hurt her any. At 2 years of age she made record of 2:18, which is fast going even for a fully matured animal. The fact that she made a mile in 2:10 at a three-year-old proves conclusively that her earlier work did her no harm. Then she made a half-mile in 1:02 as a four-year-old, which also proves that she had not suffered any detriment the preceding year. Governor Stanford thinks that she would also have made a very fast mile as a four-year-old but for the fact that she was carried about the country too rapidly to give her a chance to do her best. It takes some time for a horse to recover from a long journey on the cars and get thoroughly acclimated. She is now 5 years old but has recently made a quarter at a 1:56 gait, which shows that she is in first-class condition."

"How about Sunol's feet?"
"One of them was not properly balanced when I bought her, but the fault has been remedied, and I do not think that she will be troubled any more with lameness. The foot is an all-important part of a horse, and it should be watched with the most jealous and intelligent care. When I bought Maud S. her feet were not properly balanced, as a result of bad shoeing. My brother David advised me against buying her, as he said he did not think she would stand training. When I saw what was the matter I knew that it would only take a few moments to set her right. The joint in the foot of a horse has but one articulation, and if the hoof is too high or too low on any side there will be a strain upon this joint which will sooner or later cause lameness. Unless this joint is balanced with absolute precision the horse is certain to go lame. There is no such thing as a chest-bounded horse. The sunken chest is the result of feet that have been improperly shod. The horse which stands with his feet extended in front of him and with his chest contracted assumes the position in order to relieve the strain on the hoof joint, resulting from unbalanced hoofs. The spavins is invariably caused by the improper treatment of the horse's feet and a bad support of the bone column. It is strange, isn't it, that the shoeing of horses, which is an all-important thing, should be almost entirely left to the judgment of blacksmiths, who are, as a rule, the most ignorant men in the world. I always supervised the shoeing of every horse in my stable. I have been sitting nearly all day in a blacksmith's shop watching him drive every nail and selecting after a long study of the shoe."

"Will you not send Maud S. on the track again in case Sunol beats her record?"
"I cannot say at present," replied Mr. Bonner. "I have been breeding her for the past three seasons. I was looking at her yesterday in the paddocks. She is in splendid condition, apparently as sprightly and supple as she ever was. I think that breeding has renewed her youth."

"Do you think it affects the speed of a mare to breed her?" I asked.
"That, too, is a question regarding which few horsemen agree," Mr. Bonner replied. "The weight of authority would probably be against breeding a mare from which great speed was expected."

"What principles are to be observed in the successful breeding of trotters?"
"There is one general principle which all successful breeders observe. No great trotting horse can ever be developed from stock that is purely thoroughbred. The thoroughbred strain must be mixed with what is called cold-blooded stock. Only the grand-dams of Maud S. Sunol, and Jay Eye See were absolutely thoroughbred. By a thoroughbred horse I mean a runner, and no pure thoroughbred ever trotted a mile faster than 2:30."

"Are the great horses of the future likely to be East or in the West?"
"That question is hard to answer," Mr. Bonner said. "All the great trotters that have been developed in California and Kentucky are out of stock that came from Orange county in this State. Elzebeeder, Harold, Dictator and other horses from which have sprung the great colts of California and Kentucky stock farms came from Orange county. The West will undoubtedly produce magnificent stock, but the horses from Eastern stock farms will be an important factor in its production."

Sunol was to reach her final destination in Mr. Bonner's stable about the middle of October. If she has failed to win the crown before that time this distinguished lover of the horse will think none the less of her. She will have a fair chance to reveal her powers in the future, and horsemen agree that she will handle her hoofs with even greater success after Mr. Bonner gets full control of them.—New York letter to S. P. Call.

HONGKONG TEMPERATURE.

(From Messrs. Geo. F. Wilson & Co.'s Register.)

Barometer—59.5. Thermometer—60.5. Wind—S.W. Rain—0.1. Fog—0.1. Clouds—0.1. Moon—0.1. Sun—0.1. Tide—0.1. Wind—S.W. Rain—0.1. Fog—0.1. Clouds—0.1. Moon—0.1. Sun—0.1. Tide—0.1. Wind—S.W. Rain—0.1. Fog—0.1. Clouds—0.1. Moon—0.1. Sun—0.1. Tide—0.1.

Today's Advertisements.

NOTICE.

THE SUPERIORESS of the ITALIAN CONVENT, after renewing her grateful thanks to the benevolent Friends of the Institution for their kindness in honouring the Performance of "THE PROPHET OF HEBRON" begs to inform them that it will be repeated on MONDAY, the 16th inst., at 4.30 p.m. Relying on their well known generosity she most sincerely hopes they will once more meet at the occasion with their patronage and presence. Tickets can be had at the door of the Convent on the same evening at 5s each.
Hongkong, 13th November, 1891. [1413]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA, VIA AMOY.
THE Company's Steamship

"DIAMANTE,"
Captain Gerard, will be despatched for the above Ports on MONDAY, the 16th inst., at 4 p.m.
For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.
Hongkong, 13th November, 1891. [1414]

"MOGUL" LINE OF STEAMERS.
FOR SHANGHAI, KOBE & YOKOHAMA.
THE Steamship

"CHAZEE,"
Captain Scotland, will be despatched as above on or about FRIDAY, the 20th inst.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 13th November, 1891. [1415]

SPECIAL NOTICE.
THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Paddy's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE TEN CENTS.
Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

Intimations.

HONGKONG RIFLE ASSOCIATION.
NOTICE.

A SPOON COMPETITION at 200, 500 and 600 yards, Blaisy positions, will take place TOMORROW, the 14th inst., beginning at 2.45 p.m.
The CUP presented by Mr. SASSOON will also be shot for at 500 and 600 yards.
Special PRACTICES will be held on THURSDAY, the 15th, and SATURDAY, the 17th inst., between 3 and 5 p.m. Prizes of members of the Hongkong Rifle Association in the Inter-Rifle Match (fixed for THURSDAY, 26th inst.) are urgently requested to attend.

ED. ROBINSON,
Acting Hon. Secretary.
Hongkong, 12th November, 1891. [6]

NATIONAL BANK OF CHINA, LIMITED.
NOTICE.

IS hereby given that INTEREST will be charged on all CALLS due on Shares of the NATIONAL BANK OF CHINA, LIMITED, as and from the 16th inst., in accordance with the Articles of Association.
A. B. MCKEAN,
Acting Chief Manager.
Hongkong, 16th October, 1891. [1330]

BOARD AND LODGING.
VACANCIES for GENTLEMEN BOARDERS, at 79, Wyndham Street.
Apply to
MRS. SWANSTON.
Hongkong, 10th September, 1891. [1209]

DENTISTRY.
FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon-Dentist,
(Formerly attended Apprentice, and latterly assistant to Dr. ROBERTS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(above Messrs. Dakin Bros. of China, Ltd.).

CONSULTATION FREE.
Hongkong, 27th July, 1891. [550]

FIVE HUNDRED DOLLARS REWARD.
A REWARD of \$500 will be paid to any person supplying information that will lead to the discovery and identification of a Chinese girl named LI AFAT, who, in or about the month of September, 1888, was resident at St. Francis Street, Wanchai, in the house of JOHN MINIHNETT, an overseer in the Hongkong Public Works Department, under the protection of a Chinese kept woman named WONG AH NGAN.

LI AFAT is about 10 years of age, and according to a declaration made by WONG AH NGAN at the Magistracy, she was returned to her mother about three years ago—presumably to some village in the Kwangtung Province, where it is stated she died a short time afterwards.
On the other hand JOHN MINIHNETT deposed on oath in the Supreme Court that LI AFAT was sold by WONG AH NGAN and that he was present in his own house when the purchase money was paid; and it has since been reported that the girl was taken to Singapore for immoral purposes.
A reward of \$500 will be paid to any person who shall produce reliable evidence, showing that LI AFAT was returned to her mother, in or about September, 1888, and afterwards died as alleged.
Apply to
THE EDITOR,
The Hongkong Telegraph.
Hongkong, 29th August, 1891. [1169]

ST. ANDREW'S BALL.
IN anticipation of the forthcoming BALL, the practices of Reels and the Caledonian Quadrilles will be held in the ST. ANDREW'S HALL, CITY HALL, at 5.30 p.m., on FRIDAY, the 20th inst.

J. H. STEWART-LOCKHART,
Hon. Secretary,
St. Andrew's Society.
Hongkong, 13th November, 1891. [1394]

MIKE COAL MINING COMPANY,
(LARGEST COLLIERIES IN JAPAN).

THE Undersigned are always prepared to supply with MIKE COAL in bunkers of the Steamers coming in any place in the harbour at short notice. FRESH COAL always on hand and therefore quality guaranteed.

Contract for supplies for six months or longer can be arranged, and for prices and terms Apply to
MITSUI BUSSAN KAISHA,
Sole Agents.
Tel. Add.—"Mitsui," Hongkong.
Hongkong, 31st October, 1891. [1392]

CARBOLINEUM AVENARIUS,
(REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Walls, Ceilings, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground. Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks. White ants do not touch wood painted with Carbolineum Avenarius. Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities. Sold in casks of about 450 lbs. net. Price 8 cents per lb.

For further particulars, apply to
SCHEELE & Co.,
Sole Agents,
No. 15, Stanley Street.
Hongkong, 2nd December, 1889. [144]

CHS. J. GAUFF & CO.,
CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
No. 3, Queen's Road, Central. [54]

HONGKONG TIMBER
YARD, WANCHAI.

OREGON PINE SPARS and LUMBER
Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1881. [902]

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.
25—Alice Memorial Hospital.
26—Anderson, G. C., Capt.
27—Do.
28—Arnold, Karberg & Co.
29—Bellis & Co.
30—Bellis, E. R., Kingsclere.
31—Bellis, E. R., The Eyrie.
32—Butterfield and Swire.
33—Do.
34—Cantile, Dr. J., Victoria Peak.
35—Central Station.
36—C. B. B. Co., Ltd., S. S. M., Bowington.
37—China Mail.
38—China Sugar Refinery, Town Office.
39—Do.
40—Carroll & Co.
41—Cowie, Dr. Alex.
42—"Daily Press."
43—Dakin Bros. of China, Ltd.
44—Doddwell, Carlill & Co.
45—Douglas Laprak & Co.
46—E. Z. A. and China Telegraph Co., Ltd.
47—Foster, F. T. P.
48—Gibb, Livingston & Co.
49—Government House.
50—Government Civil Hospital.
51—Great Northern Telegraph Co., Ltd.
52—Hartigan, Dr. Wm., Queen's Road.
53—Cantile, Dr. J., Queen's Road.
54—Cowie, Dr. Alex., Queen's Road.
55—Holliday, Wise & Co.
56—Ho Tung, Praya Central.
57—Do. Bonham Strand.
58—Hongkong and Whampoa Dock Co., Ltd.
59—H. & W. Dock, Aberdeen.
60—The Hongkong Hotel, Public Telephone.
61—H. & K. Ward & Godown Co., Ltd.
62—Hughes, E. J.
63—Hughes, E. J., Residence.
64—Imports and Exports Office.
65—Jardine, Matheson & Co., Kerosine Gds.
66—Jordan, Dr. G. P.
67—Jordan, Dr. G. P., Residence.
68—Linstead & Davis.
69—MacIntosh, E., Residence.
70—Millat, Marti y Mitjana.
71—Mount Austin Hotel.
72—Peak Hospital.
73—Peak Hotel & Trading Co., Ltd.
74—P. & O. S. N. Co.
75—Ray, E. C., Residence.
76—Ray, E. C.
77—Sanford, A., Agent.
78—Sallors' Home.
79—Scott, H., Residence.
80—Scottish Oriental S.S. Co., Ltd.
81—Stevens, Geo. R., & Co.
82—Stevens, Geo. R., Residence.
83—The Hongkong Electric Co., Ltd.
84—The Hongkong Hotel, Public Telephone.
85—The "Hongkong Telegraph" Office.
86—The Victoria Hotel Co., Ltd.
87—Wainman, A. S. & Co., Ltd.
88—Wickham, W. H.
89—Woo Koo.
90—Yuen Fat Hong.
The Exchange is open day and night.
W. STUART HARRISON,
Manager.
Hongkong, 28th September, 1891. [134]

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank—118 per cent. premium, buyers.

The National Bank of China, Ltd.—on £2.10 paid up—55 per cent. dis. sellers.

The National Bank of China, Ltd.—Founders' shares, £235 per share, buyers.

The Bank of China, Japan & the Straits, Ltd.—£134 per share, sellers.

The Bank of China, Japan & the Straits, Ltd.—Founders' shares, £135 per share, sellers.

Chinese Imperial Loan of 1884, £2—21 per cent. premium, sellers.

Chinese Imperial Loan of 1886, £2—14 per cent. premium, buyers.

Union Insurance Society of Canton—\$91 per share, nominal.

China Traders' Insurance Company—\$61 per share, sellers.

North China Insurance—Tls. 260 per share, sellers.

Canton Insurance Company, Limited—\$105 per share, buyers.

Yangtze Insurance Association—\$100, buyers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$318 per share, sales and buyers.

China Fire Insurance Company—\$87 per share, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$35 per share, buyers.

China and Manila Steam Ship Company—\$2 per share, sellers.

Indo-China Steam Navigation Company, Limited—27 per cent. discount, sellers.

Douglas Steamship Company—\$364 per share, sales and sellers.

The Steam Launch Co., Limited—nominal.

Hongkong and Whampoa Dock Company—\$76 per cent. premium, sales and buyers.

Gen. Fenwick & Co., Limited—\$15 per share, sellers.

Hongkong Hotel Company—\$60 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

The Austin Arms Hotel and Building Company, Limited—\$10 per share, sellers.

The Peak Hotel and Trading Co., Limited—\$3 per share, sellers.

The Shamnoon Hotel Co., Limited—\$10, sellers.

Panlong and Sunghie Doo Samanin Mining Co.—\$24 per share, sellers.

The Raub Gold Mining Co., Limited—70 cents per share, sales and buyers.

Imuris Mining Co., Limited—\$94 per share, sales and buyers.

The Balmoral Gold Mining Co., Limited—\$1 per share, nominal.

Tongkoo Coal Mining Co.—\$325 per share, buyers.

The Jelabu Mining and Trading Co., Limited—\$44 per share, sellers.

The Selama Tin Mining Co., Limited—40 cents per share, sellers.

London and Pacific Petroleum Co., Ltd.—£12, buyers.

China Sugar Refining Company, Limited—\$177 per share, buyers.

Luson Sugar Refining Company, Limited—\$58 per share, sellers.

A. S. Watson & Co., Limited—\$194 per share, ex. div., sellers.

Cruckbank & Co., Limited—nominal.

Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.

The Kowloon Land Investment Co., Limited—\$10 per share, sellers.

The Hongkong Land Investment Co., Limited—\$75 per share, sellers.

The West Point Buildings Co., Limited—\$22 per share, sellers.

The Labak Planting Co., Limited—\$9, per share, sellers.

The China-Borneo Co., Limited—\$10 per share, sellers.

H. G. Brown & Co., Limited—\$43 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$66 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$99 per share, buyers.

Hongkong Gas Company—\$190 per share, nominal.

Hongkong Ice Company—\$82 per share, sellers.

Hongkong and China Railway Company, Limited—\$75 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.

The Green Island Cement Co.—\$14 per share, sellers.

The Hongkong Electric Light Co., Limited—\$5 per share, sales and sellers.

The Hongkong Steam Laundry Co., Limited—\$45 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$55 per share, sellers.

EXCHANGE.

ON LONDON—Bank T. T. 1/16
Bank Bills, on demand 1/16
Bank Bills, at 3 months' sight 1/16
Credits at 3 months' sight 1/16
Documentary Bills, at 3 months' sight 1/16

ON PARIS—Bank T. T. 1/16
Bank Bills, on demand 1/16
Credits at 3 months' sight 1/16
On Demand 1/16

ON SHANGHAI—Bank T. T. 1/16
Private, 30 days' sight 1/16

MAILS EXPECTED.

THE FRENCH MAIL.
The Messageries Maritimes Co. steamer *Delaware*, with the French mail of the 10th ultimo, left Singapore on the 12th instant at 6 p.m., and may be expected here on the 17th.

THE AMERICAN MAIL.
The P. & O. S. N. Co.'s steamer *City of Peking*, with mails, etc., from San Francisco to the 21st ultimo, left Yokohama on the 11th instant, and may be expected here on the 17th.

THE INDIAN MAIL.
The steamer *Arcturion*, from Calcutta, left Singapore on the 12th instant, and is due here on the 14th.

THE CANADIAN MAIL.

The Canadian Pacific Steamship Co.'s steamer *Empress of India*, from Vancouver, left Yokohama on the 10th instant for Kobe, Nagasaki, Shanghai and Hongkong.

STEAMERS EXPECTED.

The D. D. R. steamer *Iphigénie*, from Hamburg, left Singapore at 4 p.m. on the 6th instant, and is due here on the 13th.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Adriatic*, from Trieste, left Singapore on the 8th instant, and is due here on the 14th.

The P. & O. S. N. Co.'s steamer *Ventura*, from Bombay, left Singapore on the 8th instant, and may be expected here on the 14th.

The 'Shire' line steamer *Glamorgan*, left Singapore on the 9th instant, and is due here on the 15th.

The steamer *Gharra* left Singapore on the 12th instant, and is due here on the 18th.

The P. & O. S. N. Co.'s steamer *Bombay* left Bombay on the 6th instant, and may be expected here on the 23rd.

The China Shipping Mutual S. N. Co.'s steamer *Ningchow*, from London and Liverpool, passed the Canal to-day, and may be considered due at Singapore on or about the 23rd instant.

CHINA COAST METEOROLOGICAL REGISTER.

12th November, 1891.—At 4 p.m.

STATION.	Bar.	Therm.	Wind.	Cloud.	Sea.
Wanchow	30.10	78	SW	1/2	1/2
Nagasaki	30.10	78	SW	1/2	1/2
Yokohama	30.10	78	SW	1/2	1/2
Kobe	30.10	78	SW	1/2	1/2
Manila	30.10	78	SW	1/2	1/2
Cebu	30.10	78	SW	1/2	1/2
Amoy	30.10	78	SW	1/2	1/2
Swatow	30.10	78	SW	1/2	1/2
Hankow	30.10	78	SW	1/2	1/2
Shanghai	30.10	78	SW	1/2	1/2
Hangchow	30.10	78	SW	1/2	1/2
Soongshan	30.10	78	SW	1/2	1/2
Wusung	30.10	78	SW	1/2	1/2
Choochow	30.10	78	SW	1/2	1/2
Choochow	30.10	78	SW	1/2	1/2
Cape St. John	30.10	78	SW	1/2	1/2

13th November, 1891.—At 10 a.m.

STATION.	Bar.	Therm.	Wind.	Cloud.	Sea.
Wanchow	30.10	78	SW	1/2	1/2
Nagasaki	30.10	78	SW	1/2	1/2
Yokohama	30.10	78	SW	1/2	1/2
Kobe	30.10	78	SW	1/2	1/2
Manila	30.10	78	SW	1/2	1/2
Cebu	30.10	78	SW	1/2	1/2
Amoy	30.10	78	SW	1/2	1/2
Swatow	30.10	78	SW	1/2	1/2
Hankow	30.10	78	SW	1/2	1/2
Shanghai	30.10	78	SW	1/2	1/2
Hangchow	30.10	78	SW	1/2	1/2
Soongshan	30.10	78	SW	1/2	1/2
Wusung	30.10	78	SW	1/2	1/2
Choochow	30.10	78	SW	1/2	1/2
Choochow	30.10	78	SW	1/2	1/2
Cape St. John	30.10	78	SW	1/2	1/2

The barometer continues falling. Gradual rain is expected for the next few days. (Issued at 11 a.m.)

Barometer reduced to lowest sea level, and corrected for temperature in the shade, in degrees Fahrenheit, and for wind force, in percentage of maximum, and for state of sky, in percentage of total area covered by clouds. Direction of wind, in degrees from North, and force, in miles per hour. State of sky, in percentage of total area covered by clouds. Direction of wind, in degrees from North, and force, in miles per hour. State of sky, in percentage of total area covered by clouds.

Mongkong Observatory, 13th November, 1891.

Shipping.

ARRIVALS.

THREE, German bark, 393, W. Müller, 13th Nov.—Newchwang 22nd October, Beas.—Waler & Co.

FU-PING, Chinese steamer, 225, J. Watts, 13th Nov.—Tientsin and Chefoo, 7th Nov. Coals and General.—C. E. & M. Co.

THALIS, British steamer, 820, Hunter, 13th Nov.—Taiwan 9th Nov., Amoy 10th, and Swatow 12th, General.—Douglas Lapsack & Co.

SMITH, Chinese steamer, 705, H. Leffer, 13th Nov.—Swatow 12th November, General.—Sander & Co.

DIAMANT, British steamer, 542, J. C. Gerard, 13th.—Manila 10th November, General.—Shewan & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Peking, German steamer, for Shanghai.
Yungking, Chinese steamer, for Shanghai.
Hankow, British steamer, for Singapore.

DEPARTURES.

November 12, Amoy, German ship, for Canton.
November 12, Chow-chow, German ship, for Canton.

November 12, *Bamlarig*, British steamer, for Kobe, etc.

November 12, *Tientsin*, German ship, for Saigon.

November 12, *Haitan*, British steamer, for Swatow, etc.

November 12, *Clara*, German steamer, for Hongkong.

November 12, *Callithum*, British steamer, for Port Darwin, etc.

November 12, *Peking*, German ship, for Shanghai.

November 12, *Yungking*, Chinese steamer, for Shanghai.

November 12, *Hankow*, British steamer, for Singapore.

November 12, *Angao*, Japanese steamer, for Nagasaki, etc.

November 12, *Kaloro*, British steamer, for Singapore, etc.

PASSENGERS—ARRIVED.

Per *Fu-ping*, str., from Tientsin, etc.—25 Chinese.

Per *Smith*, str., from Swatow, etc.—Mr. and Mrs. Ziegler, and 215 Chinese.

Per *Thalis*, str., from Taiwan, etc.—Mr. Arthur, and 201 Chinese.

Per *Tharis*, bark, from Newchwang, etc.—Chinese.

Per *Diamant*, str., from Manila, etc.—Mr. Teodoro Ocas, and 50 Chinese.

DEPARTED.

Per *Callithum*, str., for Port Darwin, etc.—Miss Bywater, Messrs. D. C. Bywater, J. A. L. Hulse, and R. Sobel.

Per *Haitan*, str., for Swatow, etc.—4 Chinese, and 20 Chinese.

Per *Peking*, str., for Shanghai, etc.—Chinese.

Per *Yungking*, str., for Shanghai, etc.—Chinese.

Per *Zigoro*, str., for Manila, etc.—Mr. and Mrs. Joseph Simons, Mrs. Anna Schwars, and 5 children, Messrs. A. H. Bottenheim, John Kirby, Green, Jose Felipe de Pan, and A. Jacobson.

REPORTS.

The Chinese steamer *Fu-ping* reports that she left Tientsin and Chefoo on the 7th instant. From Chefoo to Tientsin had strong north-east winds and heavy sea; thence to port had light fair winds and smooth sea.

Post Office.

A MAIL WILL CLOSE.

For Saigon, Per *Haitan* to-morrow, the 14th instant, at 4.30 p.m.

For Swatow, Amoy, and Tamsui, Per *Haitan* to-morrow, the 14th instant, at 5.00 p.m.

For Kuda and Sandakan, Per *Mamon* to-morrow, the 14th instant, at 5.00 p.m.

For Amoy and Shanghai, Per *Polyphemus* to-morrow, the 14th instant, at 5.00 p.m.

For Swatow, Amoy, and Tamsui, Per *Smith* on Monday, the 16th instant, at 10.30 a.m.

For Bangkok, Per *Draconius* on Tuesday, the 17th instant, at 9.30 a.m.

For Singapore, Penang, and Calcutta, Per *Wingang* on Tuesday, the 17th instant, at 11.30 a.m.

For Europe, etc., Australia, India, via Madras, Calcutta, and Mauritius, Per *Oriz* on Wednesday, the 18th instant, at 11.00 a.m.

For Straits, Colombo, and Bombay, Per *Melanesia* on Saturday, the 21st instant, at 11.00 a.m.

For Europe, etc., etc., Per *Sachsen* on Saturday, the 21st instant, at 2.00 p.m.

For Yokohama and San Francisco, Per *City of Peking* on Wednesday, the 25th instant, at 5.30 p.m.

SHIPPING IN HONGKONG.

STEAMERS.

AMONGA, British steamer, 1888, W. D. Madie, 9th Nov.—Yokohama, 31st Oct., Mails and General.—P. & O. S. N. Co.

BATAVIA, British steamer, 2312, J. R. Hill, 12th Nov.—Portland (Oregon), 1st Oct., Victoria, B.C., 8th, Yokohama 1st November, and Kobe, 5th, General.—Gibby, Livingston & Co.

DAYAWONG, British steamer, 1557, P. R. Loft, 7th Nov.—Bangkok, and Angkor 31st Oct., Rika and General.—Yuen Fat Hong.

EDWARDS, British steamer, 1566, R. Humphrey, 15th October, Kutchinon 9th October, Coals.—Mitsui Bussan Kaisha.

ELINA COSULICH, Austrian steamer, 761, L. Cornilich, 12th Nov.—Newchwang, 3rd Nov., Beas.—Order.

FAME, British steamer, 117, Captain Malacca.—Hongkong Government tender.

FOURIE, British steamer, 500, W. Davis, 7th Nov.—Shanghai 31st October, Tamsui 4th Nov., Amoy 5th, and Swatow 6th, General.—Douglas Lapsack & Co.

HALLOW, British steamer, 783, J. Roach, 12th Nov.—Tamsui 7th Nov., Amoy 9th, and Swatow 11th, General.—Douglas Lapsack & Co.

HOLSTEN, German steamer, 1193, J. Bruhn, 6th Nov.—Saloon 5th Nov., Rika—Tung Koo.

LIGHTNING, British steamer, 2124, G. B. Falset, 2nd Nov.—Calcutta 16th Oct., Penang 24th, and Singapore 27th, Opium and General.—D. Sassoon, Sons & Co.

MURRAY, British steamer, 860, A. Dorf, 10th Nov.—Sandakan, 5th Nov., General.—Butterfield & Swire.

NAMOA, British steamer, 863, Goddard, 10th Nov.—Roochow 7th Nov., Amoy 6th, and Swatow 9th, General.—Douglas Lapsack & Co.

SHORE, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

POLYTHYMUS, British steamer, 1813, W. Lee, 12th Nov.—Liverpool 30th Sept., and Singapore 6th Nov., General.—Butterfield & Swire.

SOMMERFELD, British steamer, 1057, R. Young, 12th Nov.—Bangkok 3rd Nov., Rika and General.—Yuen Fat Hong.

TETARTOS, German steamer, 1176, W. Breiling, 13th Nov.—Samarang 15th Oct., Sugar.—Siemens & Co.

WINDWARD, British steamer, 1317, A. de St. Croix, 10th Nov.—Calcutta 25th October, Penang 1st November, and Singapore 4th, General.—Jardine, Matheson & Co.

RAILWAY YERKES.

A. H. SMITH, American ship, 1452, Chas. B. Kendall, 12th Sept.—New York 1st May, Kerosene Oil.—Hewitt & Co.

BYLONIA, German bark, 393, C. Helm, 11th Nov.—Amoy 10th November, Ballast.—Master.

EMMA T. COWELL, American bark, 1265, A. S. Pendleton, 10th Sept.—Shanghai 10th September, Ballast.—Shewan & Co.

EDWARDS, Chinese bark, 457, Optum Examination Hall, Singapore, Island.—Chinese Customs.

LOTHIAN, Italian ship, 701, A. Skistapa, 25th Oct.—Callao 15th August, Ballast.—Gonsalves & Co.

LORON, American ship, 1339, Carver, 2nd Nov.—Shanghai 28th Oct., General.—Siemens & Co.

MAN-KUO-KUO, Chinese ship, schooner, 245, Lee Light Tong, 13th Sept.—Tientsin 8th Sept., Wood.—Yong Kee.

RIVER STEAMERS.

Futshan, British steamer, 236, W. J. Rieby, Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2335, Lloyd, Butterfield & Swire.

Hongkong, British steamer, 1095, Brock, Hongkong, Canton, and Macao Steamboat Co.

Hu-kan, British steamer, 1977, G. E. Lefavour, Hongkong, Canton, and Macao Steamboat Co.

Kiangpoo, Chinese steamer, 365, Holmes, China Merchants S. N. Co.

Kis-king, British steamer, 617, W. E. Clarke, Hongkong, Canton, and Macao Steamboat Co.

Kung-chow, British steamer, 285, T. A. Williams, Hongkong, Canton, and Macao Steamboat Co.

Kiang-kan, Chinese steamer, 1020, Kelgite, C. M. S. N. Co.

Pao-ki, Chinese steamer, 24, J. W. Stevens, Tok Koo.

Powin, British steamer, 1200, S. W. Goggin, Hongkong, Canton, and Macao Steamboat Co.

Tai-kan, British steamer, 723, Goldswell, Chinese.

White Cloud, British steamer, 197, A. Crutchfield, Hongkong, Canton, and Macao Steamboat Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Iphigénie	Singapore	Nov. 13th	Siemens & Co.
Melpomene	Singapore	Nov. 14th	D. S. S. & Co.
Veneta	Singapore	Nov. 14th	P. & O. S. N. Co.
Glamorganshire	Singapore	Nov. 15th	Dodwell, Carilli & Co.
Empress of India	Vancouver	Nov. 15th	Dodwell, Carilli & Co.
City of Peking	San Francisco	Nov. 17th	Pacific Mail S. S. Co.
Ringuey	London	Nov. 18th	Arnold, Kerber & Co.
Gharra	Singapore	Nov. 19th	Dodwell, Carilli & Co.
Melanesia	Marselles	Nov. 19th	Messageries Maritimes
Bombay	Bombay	Nov. 23rd	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal	Myraidem	Butterfield & Swire	November 17th.
London, via Suez Canal	Glenahiel	Jardine, Matheson & Co.	About Nov. 19th.
London, via Ports of Call.	Oriz	Siemens & Co.	About Nov. 24th.
Marselles, via Saigon, etc.	Messageries Maritimes	Messageries Maritimes	Nov. 18th, at noon.
Brera, and Ports of Call.	Sachsen	Dodwell, Carilli & Co.	Nov. 18th, at 4 p.m.
San Francisco, via Panama	Oceanic	O. & O. S. S. Co.	Nov. 21st, at 3 p.m.
San Francisco, via Panama	City of Peking	Pacific Mail S. S. Co.	Nov. 25th, at 1 p.m.
Vancouver, B.C., via S. & C.	Empress of India	Dodwell, Carilli & Co.	Dec. 8th, at noon.
Bombay, via Singapore, etc.	Melpomene	D. Sassoon, Sons & Co.	Nov. 21st, at noon.
Calcutta, via Straits	Wingang	Jardine, Matheson & Co.	Nov. 17th, at noon.
Sandakan and Kudat	Mennon	Butterfield & Swire	Nov. 15th, daylight.
Nagasaki, Kobe, etc.	Glamorganshire	Dodwell, Carilli & Co.	November 16th.
Tientsin	Kwongkong	Jardine, Matheson & Co.	About Nov. 20th.
Shanghai, via Amoy	Polyphemus	Butterfield & Swire	November 15th.
Manila, via Amoy	Diamant	Shewan & Co.	Nov. 16th, at 4 p.m.
Swatow, Amoy and Tamsui	Hallow	Douglas Lapsack & Co.	Nov. 15th, daylight.

Intimations.

THE CRITERION DINING SALOON AND BUFFET,

21 & 23, POTTINGER STREET.

THE only establishment in Hongkong where meals are served at all hours for FIFTY CENTS EACH PERSON. PRIVATE DINING ROOMS, replete with every convenience.

Arrangements for SPECIAL DINNERS, PICNICS, and LAUNCH PARTIES, with attendance provided, on most reasonable terms.

The services of an eminent French Chef have been secured, and the cuisine is unrivalled.

Proprietor and Manager—Mr. EDMUND FUCHS, late Lessee and Manager of "THE TEMPLE BAR," Bombay.

Hongkong, 7th November, 1891.

[1400]

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,

AND PROVISION MERCHANTS.

NAVY CONTRACTORS & GENERAL COMMISSION AGENTS,

No. 11, PRYCE CENTRAL.

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HARTMANN'S GREY PAINT, specially man-

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EVERY KIND OF

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Des Coleaux and its finest old BRANDY

COGNAC, 4 Stars, selected expressly for

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FOR THE

TULE LIFE PRESERVER

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Manufactured by the

LEDUC TULE IMPROVEMENT

COMPANY.

SAN FRANCISCO, CAL.

Hongkong, 10th November, 1891.

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FOR SALE.

THE TEMPLE BAR HOTEL, SINGA-

PORE, the best second class hotel in the

Island. Present owner must leave for Europe, owing

to ill health.